

### **AMENDMENTS TO THE SPECIFICATION**

Kindly amend the specification as follows:

On page 4, after the description of Figure 9 ending on line 24 and before the description of Figure 10 starting on line 25, insert:

Figure 9a is a full view of a fully assembled ball joint system similar to the ball joint system of Figure 9 except that a ball joint with a longer shaft is shown in Figure 9a;

On page 5, line 5, after "external threads," kindly add:

-- in an internal cavity therein -- --

Kindly amend line 13 on the paragraph beginning on page 5, line 8, as follows:

It should be noted that the elongated shaft 2 is threaded at its lower end 11, and that there is an opening 12 through the threaded portion 13 of the elongated shaft 2 to accommodate a cotter pin (not shown), or the like, to retain a nut 31 (see Figure 9), which in turn retains the elongated shaft 2 in a portion of a suspension system that is discussed below. It is contemplated within the scope of this invention to provide ball joints wherein the shafts 2 are provided in various lengths. Thus, as shown in Figure 9a, a slightly longer elongated shaft 2a may be substituted for some purposes for elongated shaft 2. The reason for the various lengths is that in racing, it is desirable to alter the suspension angles and positions to affect handling, i.e., roll centers, camber gain and other related geometry. Having ball joints with variable length shafts gives the users an option for altering the suspension geometry of the automobile using the ball joints. Currently, racers will change or alter the spindles to make the same geometry changes, and this provides an increased cost, as the spindles are about 6 to 7 times more expensive than the ball joints of this invention.

On Page 5, line 23, kindly correct "treaded" to read:

-- ---threaded--- --.

Kindly add the following paragraph on page 8 after the paragraph that ends on line 18 and before the paragraph that begins on line 19:

In Figure 9a, there is shown a full view of the fully assembled ball joint system 27a similar to ball joint system 27 wherein components shown therein have like numbers for like components as shown in Figure 9, except, there is shown a ball joint having a longer elongated shaft 2a than the one shown in Figure 9. The ball joint system 27 may be disassembled and reassembled as ball joint system 27a when it is desired to alter the suspension geometry of the automobile using the ball joint system.